



THE CITY OF SAN DIEGO **MANAGER'S REPORT**

DATE ISSUED: February 23, 2001

REPORT NO. 01-042

ATTENTION: Land Use and Housing Committee
Agenda of February 28, 2001

SUBJECT: Bikeway Bypasses for State Route 56

SUMMARY

Issue - Should the Committee direct the City Manager to add bikeway bypasses to the Camino Ruiz/SR56 and Camino Santa Fe/SR56 interchanges?

Manager's Recommendation - Direct the City Manager to add bikeway bypasses to the Camino Ruiz/SR56 and Camino Santa Fe/SR56 interchanges only City fund sources (General Fund, TransNet, Gas Tax) or State Transportation Improvement Funds are not utilized.

Other Recommendations - None.

Fiscal Impact - None to the City if City fund sources are not utilized for the bikeway bypasses. Possible fund sources include Facilities Benefits Assessments and Grants.

BACKGROUND

In December 2000, during their consideration of the State Route 56/Camino Ruiz Interchange, the City Council referred to the Committee an issue relating to the inclusion of bike path bypasses at the Camino Ruiz and Camino Santa Fe Interchanges with State Route 56. Since 1992 the construction of State Route 56 has been planned and Phase 1, from Black Mountain Road to Camino Ruiz, is currently under construction with the final phase, Camino Ruiz to Carmel Valley Road expected to begin construction next year. The project's funding sources are a combination of the City, County, and State.

In addition to being designed to full freeway standards, State Route 56 will also include a separated Class 1 bike path along the southerly side of the freeway. The future interchanges at Camino Ruiz and Camino Santa Fe are not funded as part of the SR56 project and instead are being funded by adjacent communities' Facilities Benefit Assessments (FBAs) which did not include bikeway bypasses. The funding estimates that provide the basis for the FBA's funding of the interchanges contemplate an "at-grade" crossing with the local streets (Camino Ruiz and Camino Santa Fe) and not a full bypass. A bypass would allow bicyclists, whose destination is not in the immediate area, to proceed without needing to negotiate crossing City streets. Recently, property owners in both Pacific Highlands and Torrey Highlands have requested that the interchanges be constructed concurrently with the freeway.

DISCUSSION

In order for the two interchanges to be added to the interchanges, the current conceptual design that is in the FBAs would need to be modified and the estimates increased. As each interchange is different, these necessary modifications are described as follows:

Camino Ruiz - As the design of this interchange includes a free-moving cloverleaf for the Camino Ruiz southbound to SR56 east on-ramp (as dictated by vehicular traffic volumes) a culvert type underpass is not feasible. The best alternative is a separate bike bridge which would go over Camino Ruiz on the south edge of the interchange. The cost of this is estimated to be \$1.5 million and could be constructed after the interchange.

Camino Santa Fe - The topography of the area of this interchange is somewhat problematic and adds to the challenge of adding a bypass to a design. As this will be a full diamond interchange (as dictated by freeway design standards) the least costly design would be for the bikepass to go underneath the two eastbound SR56 off-ramps and the future Camino Santa Fe Bridge. However, this would necessitate a six-month delay to the SR56 project in order to perform the bridge pre-design work necessary to redesign it. A bridge cross-over similar to Camino Ruiz would be necessary is estimated to be \$3 million and could also be constructed after the interchange.

As mentioned earlier, the funding for State Route 56 does not include the funding for the interchanges or the bypasses. Sources of funding for the bypasses would include adding it to the applicable FBAs for the areas funding the respective interchanges, funding from SANDAG bikeway funds, or by specific grants. It is not recommended that the City's limited TransNet, Gas Tax, or General Funds be utilized or that funds from the State Transportation Improvement Program Funds be requested.

ALTERNATIVE

1. Add the bikeway bypasses utilizing City funds such as TransNet, Gas Tax or the General Funds. This is not recommended as the funds are limited.

Respectfully submitted,

Frank Belock, Jr.
Director
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Approved: George Loveland
Senior Deputy City Manager

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Note: The attachments are not available in electronic format. A copy of the attachments is available for review in the Office of the City Clerk.

- Attachments:
1. Camino Ruiz Bikeway Bypass
 2. Camino Santa Fe Bikeway Bypass